

## IBAC Technical Report Summary

**Subject:** North Atlantic Procedures

**Meeting:** North Atlantic Implementation Management Group

**IBAC File:**

**Reported by:** David Stohr

### **Summary:**

The NAT IMG/33 meeting was held in Paris, France from November 17<sup>th</sup> through November 20<sup>th</sup> 2008. David Stohr, the IBAC IMG member, attended the meeting. The following items of discussion are of importance to business aviation:

- a.) The NAT Systems Planning Group convened a symposium on Structure and Working Methods from Nov. 3 to Nov. 5, 2008 in Paris.
- b.) The work associated with implementing the 5 minute climb/descent procedure between GNSS equipped aircraft has been completed. Implementation is schedule for January 15, 2009.
- c.) Work towards reducing the lateral separation in the NAT continues. An operational trial for use of a 25 nautical mile lateral separation standard is forecast to commence in 2012.
- d.) The group acknowledged the need to determine the status of the automatic waypoint position reporting system and the use of Controller Pilot Data Link Communications in the region. Is the program still an operational test or is it an operational system.
- e.) The use of SATCOM voice as a primary means of communication in the NAT has been approved. All that remains is for the amendment to the NAT Supplementary procedures be developed and integrated into the document.
- f.) It was pointed out that the oceanic contingency procedures as published in the latest issue of the North Atlantic MNPS Operations manual are not in agreement with PANS ATM (ICAO Document 4444)

### **Implication for Business Aviation:**

Operators should see an improvement in climb opportunities during their crossing flights.

Operators will be able to use their SATCOM telephone to conduct routine communications with the aeroradio stations.

If the surveillance and communications system in the North Atlantic utilizing ADS-C and CPDLC is in fact an operational system there would be no need for IGA aircraft to register with the North Atlantic FANS Central Monitoring Agency.

Operators must be aware of the inaccuracy of the general oceanic contingency procedure that has been published in the North Atlantic MNPS Operations Manual.

**Decisions Required:**

IBAC should insure participation in the newly formed Security Operations Group with in the North Atlantic Region.

IBAC should publish a bulletin to announce the implementation of the 5 minute climb or descent procedure between GNSS equipped aircraft.

IBAC should publish a bulleting drawing attention to the differences in oceanic contingency procedures as published in the North Atlantic MNPS Operations Manual and PANS ATM (ICAO Document). The relationship between ICAO documents and the MNPS Operations Manual should be clearly defined.

Upon full implementation of the use of SATCOM voice IBAC should publish a bulletin detailing the guidance for the use of SATCOM voice for routing communications.

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- a.) In response to NAT SPG Conclusion 44/41 a symposium on the structure and working methods used by the decision making, implementation and working groups within the North Atlantic Region. The proposed new structure for all of the groups within the North Atlantic Systems Planning group would include the Economic and Finance Group, the Implementation Group and the new Safety Oversight Group. The other major recommendation would be for the FANS Implementation Group, which reports to the IMG, to be renamed the CNS Group. As the CNS

group it would address issues associated with navigation and surveillance as well as communication.

- b.) The use of the 5 minute climb/descent procedure between GNSS equipped aircraft is scheduled for implementation on January 15, 2009. This is primarily procedure for Air Traffic Service. Pilots will simply request a climb. If all the parameters are met Air Traffic Service may be able to allow the climb or descent in a shorter period of time than previously. Pilots should be aware they might see aircraft climbing or descending through their altitude with less longitudinal separation than may have been seen in the past.
- c.) The work on reducing the lateral separation standard within the NAT continues. The new standard is now referred to a 25 nautical mile lateral separation in stead of half degree separation. It appears that a navigation standard of RNP 4 will support the 25 nautical mile separation standard. Currently there is proposed start date sometime in 2012 for an operational trial.
- d.) A discussion was carried out with regards to the need for IGA aircraft to register before being allowed to use ADS C in the North Atlantic. If the use of ADS C and CPDLC is still an operational test then there would be a need for registration for participation in the test. However, if the use of ADS C and CPDLC has attained operational status there would be no need to register. In a fully operational status all that would be required would be approval by the state of registry or operator.
- e.) The use of SATCOM voice as a routine means of communication has been approved, but it has not been implemented. The ICAO Secretary will be drafting an amendment for incorporation into the North Atlantic Supplements. Once that amendment has been processed and incorporated into the supplements the use of SATCOM voice in routine communication will be allowed. The IBAC representative accepted the responsibility of authoring the information relative to the use of SATCOM voice for the North Atlantic MNPS Operations Manual.
- f.) It was determined that the general oceanic contingency procedures as published in the North Atlantic MNPS manual are not in agreement with PANS ATM (ICAO Document 4444). There is a proposed amendment to Document 4444 currently being processed, but will not be incorporated into the document for at least another year. The procedures as published in Document 4444 are regulatory and take precedence over the MNPS Operations Manual.

